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the ponderous hammers striking these masses, and shooting off thousands of brilliant sparks in every direction—a perfect pyrotechnic display. The steam hammer is well worthy of notice, as an instance of the perfect subjection under which the giant steam is held by man. This enormous hammer can be made to descend upon the iron placed beneath it with a force of *ten tons* at every stroke; and yet so docile is it, that it can be made to crack a nut without injuring the kernel. And from these two extremes it can be regulated to strike with any amount of force required to the most exact nicety. Anchors, bolts, and other wrought-iron work are forged in this department; and the visitor is shown how the old scrap iron is tied up in bundles, placed in the furnace, and then forged at the hammer for new uses.

Near to the Anchor-smiths' shop is the New Steam basin, a very large basin used for the repairing of steam-vessels, of which it is capable of containing a very great number. It is a handsomely constructed basin, faced with granite, and having dry docks attached to it, in which steamers undergo repairs that could not be done in the basin. Some very large steamers are often to be seen in course of repairing.

Not far off is a very handsome new range of buildings devoted to the Steam Engine Factory. Here, as the name implies, the various parts of steam-engines are constructed. It is a curious sight. Large masses of iron are turned in lathes, as if they were the softest wood; holes are drilled in immense plates of the same metal with the most perfect facility; and a piece of iron is smoothed by means of a plane, the shavings curling up and falling off, just as we see them at the carpenter's bench. In fact, we see in this factory iron, copper, brass—anything, in short—cut up, bored through, smoothed, and planed, as though the hardness or softness of the material worked upon were immaterial to the mighty agent which sets the machines in motion.

And well might it be so, when we look at this agent itself. A large steam-engine works in an engine-house near to the factory, and gives motion to all the various machinery within it. This engine, which is the largest in the dock-yard, is one of Boulton and Watts' construction. It is of eighty-horse power, has a seven-foot stroke, and the fly-wheel measures twenty-one feet six inches in diameter and weighs twenty-five tons.

Some very extensive smiths' shops are erected close to this engine-house by Messrs. Fox, Henderson, and Co., the well-known contractors for the Exhibition building of 1851. The roof is supported by iron columns, in which we see the same principle carried out as that employed in the Crystal Palace, the columns being hollow, so as to carry off the drainage from the roof.

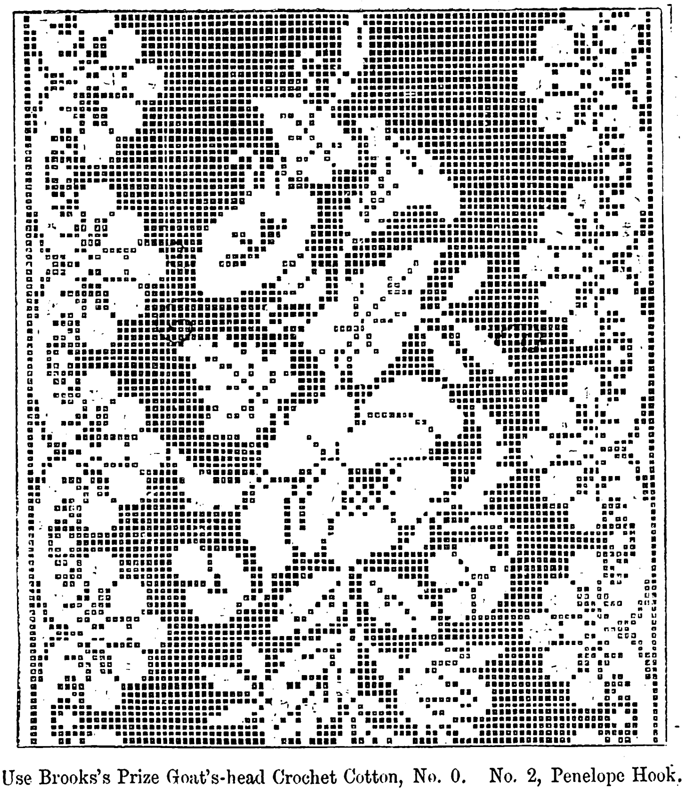
The foundry is an interesting sight. Some of the metal castings are of great size, as they must be to be employed in the immense ships for which they are designed.

Returning from the northern part of the yard, and observing a new battery recently erected, where guns are mounted for the defence of that portion of the establishment, we pass the residences of the principal officers of the establishment. There is, also, here an extensive pile of buildings used as a school of naval architecture, a chapel, a surgery, etc.

In addition to the varied objects we have thus endeavoured to point out, there are innumerable storehouses filled with the various stores required for the naval service; large cisterns, in which the timber is boiled or steamed before using it; immense stacks of timber in course of seasoning, all marked with the description of the wood, and the date when stacked; joiners' shops, carvers' shops, blacksmiths' shops; a canvas shed, where the canvas for hatchway-cloths, hammocks, etc. is painted; boat-houses and boat-ponds, where boats are kept in constant readiness for use. And at almost every corner of the yard are those most important articles—fire-engines and buckets.

Our space, however, warns us that we must quit the dockyard. We have done our best to convey an idea of the numerous and varied processes carried on there. We have felt the difficulty of describing these processes with anything like completeness; still, if we have conveyed any notion of how matters are managed in this great national establishment—if we have imparted to this article any portion of the interest which an inspection of the place cannot fail to afford—our visit to the Portsmouth Dock-yard has not been quite in vain.

OUTSIDE STRIPE FOR BED QUILT.



Use Brooks's Prize Goat's-head Crochet Cotton, No. 0. No. 2, Penelope Hook.